

COUNTY COUNCIL LOCAL COMMITTEE FOR EDEN

Minutes of a Meeting of the County Council Local Committee for Eden held on Thursday, 30 September 2021 at 10.30 am at The George Hotel, Devonshire Street, Penrith, CA11 7SU

PRESENT:

Mr P Dew (Chair)

Mrs HF Carrick
Mr A Connell
Miss HJ Fearon

Mr N Hughes
Mr T Wentworth Waites
Mr D Whipp (Vice-Chair)

Also in Attendance:-

Mr N Wright	-	Area Manager - Eden
Miss L McClellan	-	Traffic Management Team Leader - Eden
Mr J Banks	-	Local Area Network Manager
Mr D Haughian	-	Senior Programme Lead
Ms L McKie	-	Senior Manager - Carlisle and Eden and SGHUB

PART 1 – ITEMS CONSIDERED IN THE PRESENCE OF THE PUBLIC AND PRESS

16 APOLOGIES FOR ABSENCE

Apologies for absence had been received from Mrs P Bell and Ms C Driver

17 DISCLOSURES OF INTEREST

Miss H Fearon declared an interest in Agenda item 11 Parking Permit Protocol – Penrith as she lives in Penrith, within a parking zone and would be affected the same as other residents by the proposals.

18 EXCLUSION OF PRESS AND PUBLIC

RESOLVED that, the press and public not be excluded from the meeting during consideration of any items of business on the Agenda.

19 PUBLIC PARTICIPATION

There was no public participation at the meeting.

20 MINUTES

Page 11, Minute 18, 2nd paragraph, change 'Funky' to 'Phunky'.

RESOLVED that, subject to the correction above, the minutes of the meeting held on 29 July 2021 were agreed as a correct record.

A member referred to the small number of members present at the 29 July meeting. He added that this was because the meeting was held during the school summer holidays. The Senior Democratic Services Officer explained how the meeting dates were programmed throughout the year in order for the Community Team to carry out its work then prepare reports in line with Access to Information legislation.

21 CHILDREN AND YOUNG PEOPLE SERVICE PRESENTATION TO EDEN LOCAL COMMITTEE

The Senior Manager - Carlisle and Eden and SGHUB gave a presentation which provided an update to members on the Children and Young People Service in Eden. The presentation covered the following:

- The areas covered by the service
- The number of open cases in Eden
- Trends in Eden (referrals, open cases, child protection plans and Children Looked After)
- Reasons for contact – in Cumbria
- What could members help with

The Senior Manager - Carlisle and Eden and SGHUB concluded the presentation by congratulating staff on the work they had undertaken during the pandemic. She acknowledged how social workers and staff had worked hard to ensure that the service continued to provide support to children in Cumbria during the COVID 19 pandemic. Eden along with the rest of Cumbria was now experiencing a lack of placements for children, particularly teenagers which reflected the national picture. A number of Committee members thanked staff for their work during the pandemic.

In referring to Child Protection Plans, a member asked if children had had more contact with staff, the number of Plans would have increased. The Senior Manager - Carlisle and Eden and SGHUB explained that although COVID had impacted on staff including work related stress, visiting and contact with families had been maintained where there were safeguarding concerns. The number of contacts during lockdown did reduce so some children may not have come to the Team's attention until after lockdown but the number of children on a child protection plan was still on a downward trend.

After being asked about family networks, the Senior Manager - Carlisle and Eden and SGHUB explained the practice methodology for putting these in place, how they were identified and the role of Social Workers and other professionals in the network.

The numbers of Children Looked After pre and post pandemic were reported. After being asked by a member if mental health was an issue in Eden, the Senior Manager - Carlisle and Eden and SGHUB talked about how mental health was a national crisis and there was a lack of mental health resource including beds nationwide.

A short discussion took place on the number of Children Looked After (CLA) in Eden and how early help was an important factor in preventing children becoming CLA. The Early Help agenda was explained to members.

In order to understand how members could help the Senior Manager - Carlisle and Eden and SGHUB, a member asked why the number of referrals was so volatile. The Senior Manager - Carlisle and Eden and SGHUB stated that this was not clear. She explained how schools were the main source of referrals and it was not fully understood as yet, if lockdown had impacted on the volatility of referrals. Research would need to be undertaken to ascertain if the volatility was historical. Members were informed that rurality had an impact on referrals and rurality was an issue in Eden. A member highlighted that national holidays could have an impact on numbers.

How the figures on the graph could be interpreted was discussed. It was suggested that only a small increase or decrease in the number of children involved with the service could impact on how the graph looked, either negatively or positively.

Discussion turned to the reasons for contact. A member asked about domestic and physical abuse and if it related to the periods of lockdown. The Senior Manager - Carlisle and Eden and SGHUB explained how the trend for domestic abuse was increasing nationally as families were in close proximity, poverty was increasing and children weren't in school. The lockdown periods had magnified the problems already being encountered by families such as poor mental health and domestic and substance abuse.

A member asked how the Committee could help with family networks and asked how adequate they were. The Senior Manager - Carlisle and Eden and SGHUB explained how the networks were created, sustained and tested and how they were put into practice when a family issue became apparent. Members were given an explanation of contact dispute in families and it was noted that fewer people were seeking support from the Safeguarding Hub on this matter.

The Chair expressed the Committee's appreciation of the fantastic work done by Cumbria Family Support in Eden. He welcomed that Huntley Avenue had recently opened and members of the Children and Young People's Working Group would be making a visit.

RESOLVED, that the position be noted.

22 LOCAL COMMITTEE REVISED TERMS OF REFERENCE

The Senior Democratic Services Officer presented a report from the Executive Director – Corporate, Customer and Community Services regarding the revised Terms of Reference for Local Committees. The Terms of Reference were attached to the report, which members were asked to note.

The reasons for the revised Terms of Reference were explained and it was noted that the Terms of Reference had been agreed at the meeting of full Council on 7 September 2021.

In expressing that she was not content to note the report, a member felt that the Local Committee's power and independence was being eroded and she did not want to follow the policy of the Administration. She was unhappy that the power to protect residents from on street parking charges had been delegated to the Executive Director – Economy and Infrastructure. She did not know how the new Terms of Reference strengthened members' ability to represent their residents or how it would improve the Committee's decision making powers, particularly in relation to parking. She considered that the changes made to decision making functions were opposite to a devolution of power to localities.

A member stated that because of Local Government Review, it would be unlikely that car parking charges would be introduced in the near future. He highlighted that even if this was the case, it would not apply in Eden. He hoped that devolving more power to the localities would include Parish and Town Councils.

The Chair proposed the recommendation as set out in the report. This was agreed by assent of the Committee. Miss Fearon expressed that she was not happy to note the report.

RESOLVED, that the Terms of Reference of the Local Committee be noted.

23 AREA PLANNING IN EDEN

Members considered a report from the Executive Director – Corporate, Customer and Community Services regarding Area Planning in Eden. The report brought together information from across the community teams including community development and services as well as public health. The report provided members with an update on the work of each area, identified activity against priorities, highlighted current issues and provided an overview of the budget position.

The report was presented by the Area Manager. He explained the work undertaken to date by the Community Team. Members' attention was drawn to the allocation of £400,000 from the Contain Outbreak Management Fund (COMF) to Eden Local Committee. He stressed that officers were prioritising this work stream and working hard to award grants. He stated how long it took to work up projects and the time taken to process grant applications. He outlined a number of pipeline projects currently being worked on by officers which would be considered for grant awards in due course. Members were advised how flexible the COMF was and how the criteria for awarding grants had changed since the initial allocation at the height of the

pandemic's restrictions. The criteria was explained to members. Members were invited to let the Community Team know of any groups or projects that would benefit from the COMF.

The Area Manager advised that Cumbria Community Foundation bid had been successful therefore the supplementary funding award from the Area Planning Budget line to extend the Linking Lives project into the 2022/23 financial year (as outlined in 4.12 of the report) would be £375.

A member referred to the amount of money left unspent in the General Provision Fund. He acknowledged that it was sensible to use the COMF to support projects and schemes but highlighted that some schemes had been committed to in 2019. The member asked how member representatives had been appointed to the Eden COVID Resilience Group. The Area Manager explained the appointment process to the Group. After acknowledging that the Integrated Care Community would be under pressure due to COVID, the member stated that there had been no communication from them during the pandemic. The member stated that there was no information about the public engagement events for the A592 Safer Roads. The Area Manager undertook to speak to the Capital Programme team to obtain information about the events. The member welcomed that Stainmore railway was being supported as its use would have the potential for easing climate change.

In reference to the Linking Lives project, a member queried how isolated people would be reached by the project and how would they know they needed support from the project. The Area Manager undertook to provide a written response on this question.

Vaccination rates in Penrith West was raised by the Local Member. She asked how the rates of vaccination were measured and what plans were in place to address the low rate of vaccination. The Area Manager undertook to provide a written response on this question.

The Chair proposed the recommendations as set out in the report apart from recommendation 3.4. The award to extend the Linking Lives project into the 2022/23 financial year would be £375.00. These were agreed by assent of the Committee.

RESOLVED that,

- 1 Members note the budget allocations for 2021-22 and the commitments and expenditure recorded to date.
- 2 Members note the provisional unallocated resources in the 2021-22 Communities Revenue Budget of £93,829 at 31 August 2021.
- 3 Members agree a funding award of £7,627 from the COMF (Harnessing Local Capacity) budget line for Churches Together to enable a Linking Lives project in Penrith as outlined in 4.11 of the report.

- 4 Members agree a supplementary funding award from the Area Planning Budget Line to extend the Linking Lives project into the 2022/2023 financial year as outlined in 4.12 of the report. The award to be £375.
- 5 Members note the universal service allocation of £4,000 to the Oaklea Trust to enable service delivery in Appleby this year as described in 4.18 of the report.
- 6 Members note the 0-19 allocation of £4,000 to Warcop Parish Council to renew and improve the existing playground as described in 4.19 of the report
- 7 The Area Manager to provide a written response on how isolated people would be made aware of the Linking Lives project.
- 8 The Area Manager to provide a written response on how vaccination rates are measured in Penrith West and what plans are in place to address the low rate of vaccination

24 HIGHWAYS PROGRAMME PROGRESS REPORT 2021/22

A report was considered from the Executive Director – Economy and Infrastructure regarding the Highways Programme progress 2021/22. The report presented the Devolved Highways Revenue, Devolved Highways Capital and Non-Devolved Capital budget reports combined with programme progress information.

The Local Area Network Manager presented the report and talked members through the budgets as set out in 2.1 of the report. Members' attention was drawn to the revised Revenue budget which had reduced by £53,417 due to an overspend in 2020/21. An additional £167,000 had been added to the Devolved Highways Capital budget. A £362,000 underspend in the additional pothole fund had been carried forward into this financial year. Funding from the 2020/21 Challenge Fund had been carried forward to allow the completion of outstanding schemes.

Members were guided through the appendices attached to the report which identified schemes, programmes and improvements in Eden. A number of updates to the information in the appendices were reported. Officers were waiting for the final costs of Appleby New Fair and the 2020/21 NPRN Surface Dressing Programme had been completed. Good progress was being made on the Devolved Highways Capital Programme and Footway Maintenance Schemes. The Local Area Transport Safety Schemes were ongoing and the PRN schemes were progressing well.

Members' attention was drawn to the £362,000 underspend brought forward from 2020/21 into the DfT Pot Hole Fund. £156,000 of this was being used to extend a number of the named schemes within Appendix 7 of the report, leaving £205,000 still to be allocated. The schemes that this would be spent on were currently being identified by the Network Team. It was noted that the Countryside Access Team, not the Network Team was delivering the footbridge replacement scheme funded through the Environment Fund. Three schemes were on track which were funded by

the Environment Fund and COMF. The Castletown Bridge to Alba Proteins scheme had commenced with the two COMF schemes programmed to be completed sequentially.

The Local Area Network Manager explained that he was pleased with the current delivery of schemes taking place in challenging circumstances and it was noted that at this stage, half way through the year it was expected that there would be full scheme delivery of the 2021/22 Eden Highways Programme. He reported that some materials were difficult to source and material costs were rising.

A member commented on how Eden was trailblazing the way in Cumbria in terms of its innovative ways of working. The member welcomed that a sensible financial approach meant that programmes and schemes were being delivered efficiently and effectively in Eden.

After highlighting his concerns about the effectiveness of the new HIAMS system, a member stated that without the use of grid references, in a rural area it was difficult to identify the exact location of a defect or issue. He explained that he could not report a defect because of this and the system was difficult to use. He considered that a postcode was only useful in an urban area.

The Local Area Network Manager advised that this had been raised with the IT team who were developing and supporting the HIAMS system and noted that additional training would be provided to members.

The Chair asked about the budget for Appleby Horse Fair. The Traffic Management Team Leader (Eden) stated that this information would be received in the next few weeks.

RESOLVED that, the progress information shown in the appendices attached to the report be noted.

25 EXPERIMENTAL TRAFFIC REGULATION ORDER IN SUPPORT OF THE SCHOOL STREET INITIATIVE BEING INTRODUCED AT BEACONSIDE PRIMARY SCHOOL, PENRITH

A report was considered from the Executive Director – Economy and Infrastructure regarding an experimental Traffic Regulation Order in support of the School Street Initiative being introduced at Beaconside Primary School, Penrith. The report introduced the School Streets initiative, informed Members of the responses received following statutory consultation of the School Streets Initiative being introduced at Beaconside Primary School, Penrith and sought approval from Members that Officers do not progress with the implementation of an Experimental Traffic Regulation Order (“ETRO”) in support of the School Street Initiative and, instead, agree to improvements for the area and surrounding streets being covered through the Penrith Traffic Regulation Order Review with informal consultation anticipated to commence late 2021/22 financial year.

The Traffic Management Team Leader (Eden) introduced the initiative and explained the tight timescale to identify schools and complete the related work. The reason for choosing Beaconside School and how the initiative would work at the school was explained. The number of consultation responses and their content was reported. As 23 objections had been received, the Traffic Management Team Leader (Eden) considered that it would not work as it did not have the support in place to make it successful. Residents and parents had objected and the local PCSO was not in favour of the initiative. Members were asked to not progress the implementation of the Experimental TRO and instead address parking issues through the Penrith Traffic Regulation Order Review.

The Chair clarified that he had given his support to the initiative as the Local Member and school had been in support of it at the time of its inception. A member advised that the Local Member, although not present at the meeting, was in favour of the course of action being considered by the Committee.

A member asked why the school had been chosen as a potential site for the initiative and was keen to understand the number of both parents and residents that had objected. She thought there was a mismatch between what was desired by officers and the school and what would be practical at the location and how it would work in reality. The Traffic Management Team Leader (Eden) confirmed that funding for the initiative was Cumbria wide and if not used in Eden, would be used in another location.

It was suggested by the member that a number of lessons could be learned from this, such as were the locations practical and what the schemes would entail. The Traffic Management Team Leader (Eden) explained her intention to monitor how similar initiatives were working in other areas and explained how experimental TROs could be used at schools using a different budget for similar outcomes. One member highlighted a similar scheme presented to her a number of years ago which had also not been well received by residents.

The Chair proposed the recommendation as set out in the report. This was agreed by assent of the Committee.

RESOLVED that, the Local Committee, having taken into consideration the responses which have been received through the statutory consultation of the ETRO for the School Streets Initiative, agree not to proceed with the implementation of the Experimental Traffic Regulation Order (ETRO) at this time and, instead, approve Officers to identify and make improvements on the surrounding streets of Beaconside Primary School through the Penrith Traffic Regulation Order review which is anticipated to commence with informal consultation works February 2021.

26 PARKING PERMIT PROTOCOL - PENRITH

A report was considered from the Executive Director – Economy and Infrastructure regarding the Parking Permit Protocol in Penrith. The report updated and informed

Members, following the recommendations set out in the Penrith Parking and Movement Study Report in relation to on street parking which highlighted the requirement for a protocol to be in place for the management of resident and visitor exemptions. The report also sought approval from Eden Local Committee to proceed to statutory advertisement and consultation on the inclusion of the proposed Protocol into the Penrith Order.

The Traffic Management Team Leader (Eden) explained that the protocol had been proposed because when permits were considered, there was no reasoning why they could or could not be given to the applicant. She expected to receive objections, particularly from residents who brought home a works van and wanted to park it outside their house. Work was underway with Eden District Council to identify alternative parking provision in these cases.

One member thought that the protocol would bring benefits to residents. She stated that where business premises were located on a road affected by Resident Only parking restrictions, it was not explicit if the occupier received the parking permit.

With regard to those residents with a garage at their property, a member highlighted that some residents used them for storage and the consultation may attract responses from them. The member queried how the total vehicle impact in Zone A had been calculated and wanted to understand how this would work in practice. She thought that if there wasn't enough parking space on one road, there could be overspill onto another which could be in a different zone. The Traffic Management Team Leader (Eden) explained that this would be addressed at the design stage and could be remedied through a disc parking scheme.

A member asked for the map of the zones. The Traffic Management Team Leader (Eden) undertook to provide this to the Committee.

A member awaited with interest, the response from Eden District Council regarding the use of their car parks. The member thought that vans could park in their car parks outside of office hours and therefore alleviate the demand for car parking spaces. It was noted that this had been drawn to the attention of Eden District Council officers.

The Chair proposed the recommendation as set out in the report. This was agreed by assent of the Committee.

RESOLVED that,

- 1 The Local Committee, having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to at paragraph 7.2 of the Report, approves the draft Protocol for the Management and Operation of Residents Parking Exemption Scheme and Visitor Parking Permit Scheme ("the Protocol") which is attached as Appendix 1 to the report, and give consent to Officers to progress to statutory consultation and advertisement of a variation to The County of

- Cumbria (Various Roads, Penrith) (Consolidation and Provision of Traffic Regulations) Order 2021 (“the Penrith Order”) to incorporate the Protocol.
- 2 The Traffic Management Team Leader (Eden) circulate a map of the parking zones to the Local Committee.

27 CUMBRIA COUNTY COUNCIL'S RESPONSE TO NATIONAL HIGHWAYS' STATUTORY CONSULTATION (PRE-DCO SUBMISSION) A66 NORTHERN TRANS PENNINE PROJECT

A report was considered from the Executive Director – Economy and Infrastructure regarding Cumbria County Council's response to National Highways' Statutory Consultation (Pre-Dco Submission) A66 Northern Trans Pennine Project. The report provided the Local Committee with background to the scheme and invited members to raise comments to inform the Council's response.

The Senior Programme Lead presented the report and provided the background to the project. The public consultation process was explained and the contribution that the County Council and other local authorities' (as host authorities) would have in the consultation process was reported. The planning process for the project was explained with it being noted that the Planning Inspectorate would determine the planning application in Spring 2022. Members' attention was drawn to the impacts identified so far. Members' views would be added to these impacts, then presented to Cabinet. Officers would produce a detailed technical report which would be issued as the County Council's formal consultation response prior to the deadline of the 6th November 2021.

The Chair thanked the Senior Programme Lead for the help he had given to members and commented positively on the detailed briefings they had received.

A member commented on the importance of active travel to Eden Local Committee due to its positive impact on physical health and mental wellbeing. He considered that the project could provide a great opportunity for active travel across an East - West corridor by utilising de-trunked sections of the A66. The de-trunked sections could also be used to enhance connectivity for local residents to ensure their access to the road network was not compromised by the project. The member also highlighted that a number of diversion routes were in his division and these had been ignored by National Highways. He stressed the importance of this being addressed by National Highways. He considered it important that an audit be undertaken on the A685 from Brough to the M6 and that any improvements should be funded by National Highways before construction began.

A member asked how the project would address junction 40 capacity issues. She asked for assurance that this would be addressed and requested further detail about it. The member also referred to the consideration of a 50mph speed limit at Kemplay Bank. She wanted assurance that this would not impact negatively on the Fire Service and Police. The same member referred to local drainage/flooding issues, stating that residents at Skirsgill Lane suffered similar issues to those at Warcop. She asked what consideration had been given to residents living adjacent to the A66 particularly in relation to flooding. The member also referred to the Environment

Agency's flood defence work and asked what work had been undertaken to ensure that the A66 project did not impact on that.

The Senior Programme Lead explained what work the County Council, as Highways Authority, had undertaken in reviewing the plans. He reported on the proposed road configuration on the roundabout and surrounding roads and the modelling undertaken. National Highways had advised that capacity would be increased however, officers required further information to be assured that the junction would provide sufficient capacity. Officers would request to see the other options that National Highways had considered at junction 40.

Members were informed that the Senior Programme Lead had met with the Fire Service and Police with regard to the 50mph speed limit proposed, but further work with National Highways was required in relation to enforcement. Members were reassured that the County Council, as Flood Authority would need to be assured that any surface run off would be dealt with appropriately. Officers would work with National Highways to ensure the project did not increase instances of flooding. Similarly, with de-trunked areas, officers wanted to be assured that anything inherited drainage-wise was fit for purpose.

After highlighting that no flood prevention work had been undertaken at Skirsgill Lane, Eamont Bridge, a member advised that residents were concerned about catchment ponds as they had been flooded three times. The member wanted to be assured that all flood areas were being taken into consideration. She asked what consideration was being given to residents who lived adjacent to the A66 and may be affected by the project, specifically in terms of run off from the new carriageway. The Senior Programme Lead undertook to speak to Flood colleagues to ensure that this was specifically considered. The member requested that she be updated in due course.

A member reported on a consultation meeting, which he had attended where National Highways had spoken about the review of plans for junction 40 and Kemplay Bank. The member reported on the large volume of traffic on the first lane of junction 40 on a weekday afternoon even before work on the junction had started. The member did not think that a large amount of traffic could get through Kemplay Bank and there would be significant issues at the location as it would be the main road to be used during closure of the M6. The Chair stated that this would have knock on effects in Penrith. The member stated that National Highways had scant information on the roads to be used during the construction phase and highlighted that an increase in traffic would damage the roads. He suggested that an HGV parking area be identified. The member thought that consideration should be given to whether the type of road being proposed would be appropriate for the amount of traffic that was going to use it. The Chair suggested the provision of a service station as this would benefit the large number of HGV's utilising the route and the wider area in economic terms.

The Senior Programme Lead advised that officers were undertaking an assessment of the provision of services for HGVs and would be liaising with the Haulage Association on this matter. He added that provision for HGVs was currently

inadequate and explained that there were concerns about the junction 40 pinch point and the impact that increased traffic would have upon it.

A member referred to walking, cycling and equestrian connectivity at Kemplay Bank and junction 40 as this had been raised by residents. The member asked if there was an opportunity to move the route slightly away from the road as it was considered to be too close and would enhance the user experience if it was moved. The member referred to a potential alternative route at Brougham junction and the issues that could occur there as there was no right turn. It was highlighted that road diversions and blockages could impact on traffic and parking in Penrith. She stated that it had taken many years to develop the Penrith Parking and Movement Study and the project could impact negatively upon it.

The same member stressed the importance of a legacy benefit from the project. She highlighted that if the project created local jobs and local contractors were employed, then locally based higher education courses should be provided. This would allow young people to secure a job on the project and stay in Eden. The Senior Programme Lead explained how it was a long term project so there would be discussions with education providers to provide relevant courses. He commented on the potential for the project to have a positive impact on the local supply chain and stated that the County Council wanted to see a skills strategy from National Highways which included their plans for an educational legacy. Another member thought that the significant financial investment in the road would have a positive impact on the wider economy.

A member urged National Highways to ensure that both ends of the road were kept open during construction as road users would need to get clear access and egress at both ends.

The Chair thanked the Senior Programme Lead for the work undertaken to date. He stressed how important it was that National Highways considered the consultation responses in detail and acted upon them.

RESOLVED that,

- 1 Eden Local Committee notes the summary of issues outlined at paragraph 4.7 of the report and the minute of the discussion held at the meeting will be used to inform the Council's response, which will be considered by Cabinet on 21st October 2021.
- 2 The Senior Programme Lead speak to Flood colleagues about Skirsgill Lane at Eamont Bridge about catchment ponds and advise Miss Fearon of the response.

28 LOCAL COMMITTEE CHAIRS AND LEADERSHIP MINUTES

The Chair presented the minutes of the Local Committee Chairs and Leadership meeting held on 5 July 2021.

RESOLVED that, the minutes of the Local Committee Chairs and Leadership meeting held on 5 July 2021 be noted.

29 UPDATE FROM REPRESENTATIVES ON OUTSIDE BODIES

An update was given on Outside Bodies.

Mr Connell reported that there had been a meeting of the Holehird Trust on 13 September 2021. A number of grants had been awarded. The Chair explained that there had been discussion about Leonard Cheshire.

Mr Dew advised on the business conducted at meetings of the MASCG held on 4 August 2021 and 27 September 2021. Appleby Horse Fair had taken place from 12 - 15 August 2021. Phases 1 and 3 had passed without significant incident. Due to a clash of date for the Fair in 2022 with the Queen's Platinum Jubilee, discussions would take place to fix a new date.

Mr Dew referred to the meeting of the Eden Health and Wellbeing Forum on 23 September 2021, details of which would be reported at the next meeting.

Mr Dew had attended the Eden Youth Council meeting on 5 August. It was noted that the officer who had attended Eden Local Committee earlier in the year had been seconded to Carlisle. The video made by young people would hopefully be shown later in the year.

30 ACTION LOG

There were no Actions to review on the Action Log considered at this meeting.

31 DATE & TIME OF NEXT MEETING

The next meeting of the Committee would be held on 15 November 2021 at 10.30am.

The meeting ended at 1.00 pm